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WASHINGTON, THURSDAY, MAY 3, 1838.

[WHOLE No. 174.]

CONGRESSIONAL DOCUMENTS.

SURVEY OF GEORGE'S BANK.

HOUSE OF REPRESENTATIVES, }
January 20, 1838. }

Resolved, That the Secretary of the Navy be requested to communicate to the House of Representatives the report and survey made by Lieutenant Wilkes of George's bank, or shoal; and that the report, when communicated, be printed, and that five thousand copies of the chart be published, under the superintendence of Lieutenant Wilkes.

Letter from the Secretary of the Navy, transmitting a copy of the Report and Survey of George's Bank, by Lieutenant Wilkes, of the Navy of the U. S.
[February 5, 1838—Read and laid upon the table.]

NAVY DEPARTMENT,
February 3, 1838.

SIR: In obedience to a resolution of the House of Representatives, I transmit, herewith, a copy of the report and survey of George's bank or shoal, made by Lieutenant Wilkes, of the United States navy.

Accompanying the report is a tin case, containing two charts, one of "George's shoal and bank," and the other of "George's shoal."

I am, very respectfully, &c.

M. DICKERSON.

HON. JAMES K. POLK,
Speaker of the House of Representatives.

UNITED STATES BRIG PORPOISE,
New York Harbor, October 20, 1837.

SIR: Agreeably to your orders, I have the honor to submit to you the following report of the Survey of George's shoal and bank, for the purpose of ascertaining the practicability of erecting thereon a lighthouse. Before giving you the result of my experience relative to the necessity that exists of rendering it secure to navigators, I will give you a short explanation of the mode adopted, and the manner of conducting the survey in detail, in order that you may judge of the opportunity it afforded me of obtaining a correct knowledge of it; which, with the assistance of the charts, (accompanying this report,) will, I trust, not only show you what confidence is to be placed in our results, but also enable any one to determine how great the necessity is of placing some kind of beacons on the shoal, in order to render it secure to navigators.

We arrived on the bank the 21st July, about twenty miles to the eastward of the shoal, and there anchored the three vessels nearly in an equilateral triangle, ascertaining their positions in longitude and latitude. The sides of all the triangles were measured by sound, (six quarter-second watches having been provided for the measurement of sound, the quarter beats being easily divisible into halves, or even fourths.) The three vessels were provided with guns; and the firing always taking place in immediate succession, each firing three, and sometimes six or more guns, so that for the measurement of each side of the triangle we had the mean of fifteen or twenty observations; and those taken at both ends of the side, which was afterwards reduced for temperature. The angles of this triangle, were simultaneously measured between the foremast of each vessel; and azimuth and amplitude observations taken with the sun and the mast of each vessel, to determine their astronomical bearing with each other; and these were repeated both morning and evening. Thus, having established the useful three-point problem, from it all

the positions of the soundings were ascertained, both within and without the triangles.

Having the distance and correct astronomical bearing, we obtained the difference in longitude and latitude; and this course was pursued throughout the survey, which I have much satisfaction in stating was not interrupted, always having succeeded in keeping one vessel at anchor, whilst the others changed their positions to form a new triangle; by this means we succeeded in carrying on the survey, wholly independent of magnetical bearings, from the beginning to the end; the compass having been only used to ascertain the variation, or for convenience in designating orders.

The longitude has been determined by five of the very best chronometers, and latitude by observation, whenever the weather would permit. Several comparisons were had with the time of Messrs. Bond and Sons, of Boston, before going on the survey; during its continuance, and on our return, the chronometers were found not to have varied. I feel under great obligations to those gentlemen for the interest and trouble they have taken to enable me to effect comparisons with their time. During my short stay at Portsmouth, they brought three chronometers down from Boston to accomplish it, and to insure accuracy, &c. Through the astronomical bearings and distances we have been enabled to compare all our observations, which have proved extremely satisfactory.

On the shoal itself, buoys were moored with signals, forming, with the three vessels, smaller triangles over its whole extent: three of which were left; and I have but little doubt they will remain for some time, as they have already stood two or three gales without injury. They will serve as marks in case the Government should determine on any operations there, and also to ascertain whether the shoalest places have undergone any change. These buoys also served to verify our operations. Having left the south buoy, we circumnavigated and surveyed the whole bank, a distance of one hundred miles, in the manner indicated above by the triangles, returning to the same; and were much gratified to find our triangulations had borne the test of accuracy. The constant use of the three-point problem we found extremely effective, rendering our positions on all parts of the shoal certain with respect to three or more astronomical positions.

When we reached the shoal, I anchored the brig a little over half a mile from the shoalest places, in 17 fathoms water, and continued there or in their immediate vicinity, with the two schooners anchored on the shoal in 6 and 10 fathoms, upwards of 40 days; during which time, as may be supposed, we encountered all kinds of weather. This situation enabled us to penetrate the shoal in all weathers, both rough and smooth; and I am confident nothing very essential has escaped our notice, and, I trust, has enabled me to form a correct opinion relative to its dangers, and what necessity there exists for the erection of a lighthouse, and the practicability of its construction.

The shoalest water found on any part of the bank was $2\frac{1}{2}$ fathoms, or 15 feet reduced to low water, and this is only to be found in two small places, viz: latitude $41^{\circ} 40' 13''$, $41^{\circ} 40' 33''$; longitude $67^{\circ} 44' 10''$, $67^{\circ} 44' 30''$. The whole of the shoal is composed of hard sand-pits—fine sand on the shoalest places, and coarser as the water deepens, until it becomes large pebbles without sand, specimens of which accompany this report, and show it to be composed of quartz sand. The leads were armed afresh at every sounding throughout the survey. The specimens of the bottom herewith submitted, were obtained by a

dredge used as an anchor for the boat I was in; and, as we repeatedly anchored during the day on and about the shoal, I had many opportunities of examining it, a bushel or two being brought up every time we weighed it.

During the whole period of the survey on the shoal or bank, no sand was perceived in the water. This was repeatedly tried in all weathers, buckets and glasses of water having been dipped up for the express purpose of ascertaining. Nor was there any indication of it on the brig or schooners' decks, although the brig sometimes had hogsheds of water on the deck, rolling it in at times over the hammock cloths, and the sea making a complete breach over the schooners. At a distance from the shoal there are particles held floating in the water, which appears quite thick, and which much resemble sand, and have no doubt given rise to the belief that it was so; but, on repeated examinations, they proved to be what we deemed pulverized beach-grass, or rock-weed and animalculæ. In taking up buckets and glasses of water, these particles were still retained floating, and did not subside, although they were kept standing a long time, and, on filtering through paper, no indication of sand was perceived. On the shoal itself, the water is perfectly clear; and several times, when the sea was smooth, I had an opportunity of examining the bottom with *Aragòs Scopeloscopi*, which appeared altogether sand. There was no grass or sea-weed, and only a few detached pieces of decayed rock, and, occasionally, a piece of gulf-weed was seen floating within the limits of the survey.

The shoal lies about one hundred miles E. by S. from Cape Cod; and that represented on the chart includes all under ten fathoms water, and is about thirteen miles long by one or two miles wide; its general direction N. N. W. and S. S. E. by compass. There are several other small shoals on the bank, as appears on the chart; but they are not dangerous, having not less than eight fathoms water on them.

The velocity and direction of the tide was obtained every hour throughout the twenty-four, during the survey, and its rise and fall whenever the weather would permit. Some unavoidable interruptions took place in the latter observations, by our apparatus being swept away, and the difficulty and impossibility of taking observations when there was much sea on. The tides were found to be extremely regular; the first part of the flood setting N. N. W., the latter part N. by E., and ebb S. S. E. and S. by W., compass bearings. The former runs $4\frac{1}{2}$ hours; the latter $5\frac{1}{2}$ hours. The greatest velocity, two knots and six fathoms—from half an hour to two hours in changing, always going round with the sun, or from north, by way of east, to south, and by south, by way of west, to north. The wind has no effect in changing the direction, but it was observed to increase the velocity half a knot when it blew a fresh gale in the direction of the flood or ebb. The log made use of for ascertaining the velocity was two small kegs, with a distance-line between them of from three to five fathoms, the lower one loaded sufficiently to sink the air-tight one just under the water, the log-line being bent to the middle of the distance-line. This was found to give the velocity independent of the wind or swell, being carried directly to windward against a strong wind and heavy sea; giving the usual results.

The greatest rise and fall of the tides is about seven feet, and high water, at full change, takes place at $10\frac{1}{2}$ o'clock.

The sea is at times very short and irregular during a strong wind, and rises very quickly when the tide makes against the wind, but it as quickly subsides, (and, ordinarily, the sea is much smoother than would be found elsewhere in the Atlantic ocean.) This is a good guide for the navigator, and if attentively watched, could not fail to inform him how the tide was setting, which may also be calculated from our results.

By referring to the chart of the shoal, you will discover there is no danger for vessels of ordinary size crossing it in almost any weather. During our continuance there, large merchant vessels were seen repeatedly to cross it, and very near the shoalest places, without being aware of their situation. When it is rough, it is easily perceived or heard, and as easily avoided. The shoalest places (of $2\frac{1}{2}$ fathoms) being of small extent, the sea would break higher on them than elsewhere, so that I cannot bring myself to believe that there is any danger in running over it.

The idea of forming an island there, by sinking hulks to serve as a nucleus to collect the sand, I cannot but view as entirely chimerical. Of the practicability of it I suppose there could be no doubt, provided sufficient material was carried there, the foundation being good; in my opinion, conglomerate rock, or pudding-stone, such as is found on the adjacent coast, and hard sand above. The benefits to be derived from such a structure would be but trifling, and, in my opinion, would not warrant the enormous expenditure that would result from any attempt of the kind. I am of opinion that a well-constructed light-vessel, moored in the centre of the rips, in seven or eight fathoms water, near the shoalest places, or three buoys, (one at each end, and the third near the shoalest water,) with self-acting bells or gongs, would afford, with our chart, ample protection to the navigator.

I mention the centre of the rips, in seven or eight fathoms, as being the best place for mooring the light-vessel, it forming there, as it were, a basin, with shoaler waters all around. One of the schooners was anchored in it, and we invariably found the sea much higher without the shoal water than within it; and at times the contrast was very striking, the shoal water appearing to act as a break-water in protecting the vessel.

The description of soundings forms a great protection to the navigator near this shoal. Three casts of the lead could not fail to inform any one (with the chart) on which part of the bank and how near the shoal he was.

The variation was determined by a great number of observations to be $8^{\circ} 15'$ westerly.

I cannot close this report without recommending particularly to your notice the officers engaged with me on this survey, (whose names are appended to the chart,) for their great exertions, perseverance, and cheerfulness, in executing the arduous duties of this service, and their total disregard of all danger attending it. Much of the success of our operations is to be ascribed to the liberal manner in which you allowed me to make the outfit, and to the great assistance I received from the Commissioners of the Navy, Commodore Downes, Captain Percival, and Lieutenant Carpenter, of the Charlestown navy yard, and also from Captain Wyman and officers, of the Portsmouth station; and I assure you it is with infinite satisfaction I state that not a single individual has been seriously injured, notwithstanding the loss we met with in our boats.

The whole space actually examined, including the shoal, comprises an area of 900 square miles.

I cannot help regretting that I was prevented from forming a connexion, and making some examination of Nantucket shoals, which, though not included in my order, I was exceedingly anxious to have accomplished; but in consequence of the loss of the boats, the state of the schooners, and the lateness of the season, I deemed it quite impossible, however desirable, to attempt it with any chance of success. I therefore must content myself with drawing your attention to the necessity I think there exists for a survey of the shoals about Nantucket. So far as I have been able to examine them, the charts now in use are full of errors and entirely untrustworthy.

A detention of some days at Providencetown, Cape Cod, enabled us to make a survey of that harbor,

which appeared to me very essential for the safety of our commerce during the winter months. A chart of it will be submitted to you as soon as possible.

With great respect,

I am, your obedient servant,

CHAS. WILKES,
Lieutenant Commandant.

Hon. MAHLON DICKERSON,
Secretary of the Navy.

DRY DOCK AT BROOKLYN.

Report of the Navy Commissioners to the Secretary of the Navy, upon the subject of a Dry Dock at Brooklyn, in the State of New York.

March 29, 1838.—Laid before the House by the Chairman of the Committee on Naval Affairs, and ordered to be printed.

NAVY COMMISSIONERS' OFFICE,
Feb. 21, 1838.

SIR: The Board of Navy Commissioners have the honor to acknowledge the receipt of your letter of the 7th inst., transmitting a letter from the chairman of the Naval Committee of the House of Representatives, and several papers, in relation to the site for a dry dock in the waters of the harbor of New York; and, in conformity with your instructions, have the honor to report:

First, upon the relative advantages of the positions which have been proposed for a dry dock, at Kill-von-Kull, or Constable's point, at or near Barn island, and at the navy yard, at Brooklyn, New York.

After referring to the sources of information within their reach, it appears to the Board that, with respect to the accessibility of each from the sea, the position at the Kills might be reached a little the soonest, and that near Barn island with the greatest difficulty, and with more risk, owing to the direction and strength of the tides near Hurlgate, which would expose large vessels to very great danger, except under favorable circumstances. That, with respect to ice, the obstructions would probably be nearly equal between the Kill and the present navy yard, and rather greater near Barn island, beyond the range of tide, through Hurlgate.

The danger from running ice would also be nearly the same, in relation to each other, as the obstruction from it at the several positions.

That, with respect to the danger from an enemy, the position near Barn island would be most difficult of approach. The positions of the other two could be approached near enough, for mere purposes of destruction, with nearly equal facility: that at Brooklyn by a force landed on the shores of Long Island, and that at the Kills by a landing on the southern side of Staten Island. The means of defence, against any force landed on these islands, would, however, be more at command, and could be more promptly applied, on Long Island than on Staten Island; and the position at Brooklyn would fall more under the protection which would be required for the city of New York than that at the Kills. The danger to either may, however, be considered as small, and constantly diminishing, from the increase of our means of protection and resistance.

A great variety, and large quantities, of stores and materials necessary for the construction and equipment of a naval force, are usually procured from large commercial cities; and, at either of the positions designated, these would be commonly sought in the city of New York. That the position at Brooklyn has superior advantages to either of the others for obtaining the supplies, and for keeping up the boat communications necessary for other purposes, will probably be generally admitted.

The position at Brooklyn has another advantage over either of the others, which is considered of much importance. The classes of mechanics which are required in a navy yard are now residing in

large numbers, and may continue to reside, in situations which enable them to seek employment in the navy yard, or in private establishments, as may suit their convenience or interests, without rendering a change of residence necessary. But at either of the other positions, and particularly that at the Kills, this advantage would be diminished, or lost, which would impose upon the Government a necessity for giving higher wages to compensate for the expense of the change of residence of the mechanics, and expose the mechanics themselves to great dependence upon the public establishment for a subsistence.

Among the disadvantages of the position at Brooklyn, is a want of sufficient space, and a difficulty of giving it extension, from the nature of the adjacent soil, and the probable expense of purchase. These objections exist, also, to some extent, in both the other positions. At the Kills, a small portion only is firm soil, and much is salt marsh. The firm ground is of small elevation, and would furnish but a small portion of the soil necessary to raise, to a proper level, the marsh, and that portion now covered with water.

Barn island, from its rocky soil and unequal surface, cannot, according to the opinion of the engineer, Colonel Baldwin, be rendered available, except by a great expenditure of time, labor, and money; and the opposite shore would require much filling up and levelling, to bring the surface to a proper elevation, before any building could be commenced. The anchorage in its vicinity is too limited, and by no means convenient, or even safe, for vessels approaching it, if obliged to anchor unexpectedly.

The cost of purchasing the requisite extension at Brooklyn, or the proper sites at the other positions, would not probably differ so greatly as to render it a decisive consideration.

It is considered a great advantage that the immediate shores of naval establishments should be so far out of the ordinary track of common navigation, as that vessels under repair or equipment may not offer serious impediments or obstructions, or be liable to interruption or danger from the accidental contact of passing vessels, and the various difficulties which are so apt to be produced by such collisions.

The position near Barn Island has this advantage, but it would probably be lost, or much diminished, if the proposed coasting navigation from the East to the North rivers should be opened through Harlaem river and the creek which empties into the North river.

The position at the Kills would be peculiarly exposed to this inconvenience, as that passage forms the great thoroughfare for the canal commerce between New York and Philadelphia, and the communications between New York and a large portion of New Jersey, and embraces a favorite anchorage for coasting craft in northeast and northerly gales.

The position at Brooklyn, lying in a bend of the river, with a channel in front of it, and a mud-bank between that channel and the main channel, which is commonly used by merchant vessels, is out of the way of all interruption, and does not at all interfere with the usual track of mercantile navigation.

The expenditures which have been already made at Brooklyn, have secured many advantages for the preservation of materials and stores, and for building and equipping vessels. These, or similar establishments, would be not only highly important, but indispensable, to the advantageous use of a dock; and would have to be provided immediately at the other positions, should they be selected as the site for the dock, and to that extent increase a necessity for immediate expense. When the other preparatory measures are taken into view, the erection of these buildings would undoubtedly postpone, for some years, the period when a dock could be advantageously

used, and thus produce serious inconvenience and injury to the service.

The Board have endeavored, in the preceding statements, to present their views of the more prominent relative advantages and disadvantages of the three positions to which their attention was specially directed.

After a careful examination of the subject, and a comparison of the relative advantages and disadvantages of each position, the Board have arrived at the conclusion that the present navy yard, at Brooklyn, has greater advantages than either of the others for the dry dock.

Among the objections which have been noticed, the want of good anchorage for vessels, if obliged to anchor suddenly and unexpectedly, when near the proposed site at Barn island, and the danger and difficulty of approaching it across the entrance of Hurlgate, except under the most favorable circumstances, constitute decisive objections, in the opinion of the Board, to its occupation for a navy yard.

The interference which would be produced, by a naval establishment at Kill-von-Kull, with the commercial navigation through the Kills, and the many inconveniences which would result to the naval operations from that cause, combined with the disadvantages which have been stated, prevent the Board from recommending it for such naval uses as have been proposed.

Although not strictly within the scope of your instructions, the Board beg leave, respectfully, to state, that they consider the early construction of a dry dock, at the navy yard at Brooklyn, not only as preferable to constructing it at either of the other two places named, but as desirable, under any circumstances which they can, at present, foresee.

If, from the extension of our naval force, material alterations in its character, or other cause, it shall be deemed expedient, hereafter, to establish other and larger navy yards in the East or North rivers, or in other places, the Board entertain the opinion that the present navy yard, either with or without extension, will always be found to possess advantages that will secure its continuance, and such use of it as will render a dry dock a highly useful, if not an indispensable, appendage.

Should it be determined to construct a dry dock at Brooklyn, the Board would respectfully suggest the expediency of making the appropriations "for extending and improving the navy yard at Brooklyn, and for constructing a dry dock at the same;" as, under such an appropriation, the Department will have it in its power to avail itself of any favorable opportunity which might occur of purchasing contiguous property.

The documents transmitted with your letter are herewith returned.

I have the honor to be,

With great respect,

Your obedient servant,

I. CHAUNCEY.

Hon. MAHLON DICKERSON,

Secretary of the Navy.

MISCELLANY.

From the New York Express, April 24.

STEAM-SHIPS SIRIUS AND GREAT WESTERN.

SPLENDID SIGHT FROM THE BATTERY.

Yesterday was a day of unusual joy and excitement in this city, it being almost universally considered as the beginning of a new era in the history of Atlantic navigation. The steam-ship SIRIUS having arrived Sunday night, thousands assembled to see her, as soon as the news spread about the city. She was anchored but a short distance from the Castle, and the crowds upon the Battery had a fair view of her from that promenade. The sun shone with

unusual clearness, and the weather was as fine as could be wished.

The Sirius sailed from Cork on the evening of the 4th instant, and made the Highlands of New York at six o'clock P. M., on the 22d—thus making the passage in 18 days, and having on board 47 passengers. During the day, her sides were thronged by small boats filled with passengers, to view this fine vessel from the old world, as curiosity seemed to be highly delighted with this visit of the stranger over the deep. It was announced about one o'clock, by telegraph, that the steamer GREAT WESTERN was off the Hook, when additional thousands poured down Broadway; and the Battery, at 2 P. M., presented a most brilliant appearance. The crowd reminded one of the landing of the Nation's Guest, "La Fayette," and there was an increase of it in numbers till 4 P. M. The smoke of the Great Western was seen in the horizon ascending in black volumes long before her hull was visible. The ship, however, soon came in sight, and as she passed Bedlow's island, received a salute from the fort of 26 guns. She approached the Battery through a fleet of row boats and small craft, sprinkled over the surface, and was cheered apparently by every one. She soon ranged along side the Castle, sailed round the Sirius, which vessel gave her a salute—when the crowd from the wharves, Castle, boats, &c., gave her three hearty cheers, which was returned by those on board. She then pursued her course up the East river, and came to anchor near Pike street. This successful experiment, and this new era of steam packets between this and England, gave life and joy to all.

The Great Western left Kingroad, Bristol, at 2 o'clock, April 7th, and here she was at 2 o'clock, April the 23d, in only 16 days—thus bringing England nearer to us than many parts of our own country. This has been done in a season of the year, not of summer sunshine, but of gales, storms, sleet, and hail—and thus the experiment of steam navigation across the Atlantic is no longer an experiment, but a plain matter of fact. The thing has been done triumphantly.

DIMENSIONS OF THE GREAT WESTERN STEAM SHIP.

Built at Bristol, by a Company, called the Great Western Steam Ship Company, and intended to commence a regular line between Bristol and New York—launched on the 19th July, 1837.

Length between the perpendiculars, from the forepart of the stern to the afterpart of the stern at the keel,	212 feet
Length of keel on the blocks,	205 feet
Length of cabin deck (saloon,)	75 feet
Length over all, (from figure head to taffrail,)	235 feet
Breadth between paddle wheels,	35 ft. 4 in.
Depth under deck to the top of floors,	23 ft. 3 in.
Scantling floors on the side of keel,	15 in. sided
do. do.	16 in. moulded
Length of floors,	24 feet
Thickness of bends,	7 in.
Bottom plank,	5 in.
Top sides,	4 in.
Sheer Streaks,	5 in.
Upper deck Clamps,	8 in.
Diagonal riders,	5 in. 3 ft. apart
Iron Diagonals,	4 in. by 3-4
Bilge planks,	6 in.
Keelson,	20 by 21 in.

Tonnage, 1,320 tons; best berths, 150; berths for crew, 26; do. for engineers, firemen, and officers, 40; 2 engines, by Maudsley & Field, 400 horse power, 200 each; diameter of cylinder, 73 1-2 in.; length of stroke, 7 feet; coal stowage, 600 tons, or enough for 30 tons per diem, for 20 days.

The whole sum expended on this splendid ship

does not amount to less than 50,000*l.*, of which 21,373*l.* 15*s.* 10*d.* has been expended for ship-building, 13,500*l.* for the engines, about 1,000*l.* for the fitting up, furniture, and paintings of the grand saloon, and the remainder for rigging, equipment, stores, and coals.

Dates.	Course.	Dist.	Latitude.		Longitude.		Wind.	Remarks on weather.
			Acct.	Obs.	Acct.	Chron.		
April 8	10 P. M.	240		50 27	07 32		NW and NW	Strong gales.
9	West.	213	49 55	00 00	12 50	12 16 45	NW and SW	Moderate.
10	78 30 W	213	49 55	00 00	12 50	12 16 45	W by N & SW	Moderate.
11	W by S	206	49 04	43 11	17 25	17 10	SW and E by S	Moderate and hazy, rough at night.
12	W 1-2 S	231	47 47	47 17	22 48	22 05 10	E by SE to SE	Moderate and cloudy.
13	W 1-4 S	218	46 56	46 56	23 09	23 27	ESE	Light winds.
14	W 3-4 S	218	46 26	46 23	33 40	34 09	SE and SSW	At 10 P. M. squally, with small rain.
15	W by S	241	45 24	45 12	39 43	39 38 30	SE to SW by S	Strong and squally, vessel lurched deeply.
16	W 3-4 S	243	44 46	44 34	45 19	45 31	Variable.	Squally. [but easy.
17	W 3-4 S	185	44 07	44 10	49 46	49 21	SW to WNW	Strong gales and heavy sea.
18	W S W	169	43 02	42 58	52 55	52 30	WNW to W by N	Moderate.
19	W 1-4 S	206	42 02	42 02	56 50	56 49 45	SW	Strong winds and heavy sea.
20	W 3-4 S	183	41 36	No ob.	60 54	No ob.	SW WNW	Strong winds and heavy sea, ship very easy.
21	W 3-4 S	192	41 05	40 30	65 05	64 24 13	NNW	Light winds and cloudy.
22	S 83 W	198	39 48	39 41	68 38	69 03 30	NNW to WNW	Strong winds and frosty.
23	S 83 W	230					NNW and N	Fine weather, at 10 received a pilot.

Log of the Great Western. — We published yesterday an extract from the log book of the *Sirius*, showing her daily progress, and the sort of weather she had to encounter; and we now give a similar extract from the log book of the *Great Western*. The weather seems to have been favorable, although not more than might be taken as a fair average for the time of year.

6th—Stormy, W.N.W breezes, with squalls and heavy head sea. Passed two brigs, one standing east, and the other north.

7th—Same. Strong gales, and squally with rain—vessel laboring heavy. Passed two large ships standing to the Eastward, under double reefed topsails. Very squally. Passed a barque. Heavy sea, with long swell—took in water on deck.

8th—The same, with hazy weather. Stopped engine, owing to one of the braces working loose—started the engine in an hour after—heavy rains.

9th—Wind still W.N.W. and heavy head sea—clear. Passed a brig standing east. Set a single reefed foresail, and double reefed mainsail.

10th—Spoke ship *Star*, of New York, long. 24 W. —fresh gales and squally—shipped a great deal of water.

11th—Winds E.N.E.—passed a ship standing to the south—light breezes.

12th—Light winds, easterly—stopped engine to pack the stuffing boxes—light winds and fair.

13th—S. E., light breezes. Spoke the *Roger Sherman*, of Bath, 36 days from New Orleans, bound to Havre—hoisted colors to a Falmouth packet—three sail in sight—reduced the weight to 3 3-4 lbs. on boilers.

14th—S.W. light breezes—passed a ship standing to the westward—observed a change in the color of the water.

15th—Heavy W.N.W. gale; dark and foggy.

16th—N.W. to W. gales; heavy head sea and snow—vessel laboring—stopped engine 3-4 of an hour to fasten screws.

17th—N.W. by W. winds; squally, with hail and snow.

18th—S.W. winds and squalls.

19th—Same.

20th—W. by N., heavy sea and hard rain—stopped engine, and was boarded by H. M. ship *Coromandel*, from Bermuda, bound to Halifax, with 11th Regiment.

21st—Do.—exchanged signals with an Austrian brig.

22d—Made light for the pilot off the Highlands. Not getting a pilot, the *Sirius* run in, and then touched off the Hook—receiving, however, no damage.

We also annex the letter of her Majesty's Consul to the commander of the *Sirius*:

HER MAJESTY'S CONSULATE,

New York, April 23, 1838.

SIR: I have the honor and happiness to congratulate you on the arrival of your steam ship across the Atlantic, at a season when strong gales so generally prevail, thereby having proved that British skill has accomplished a most important enterprise, which will produce a revolution in commercial and social intercourse, of which we are incapable of forming any just conceptions. Permit me, sir, to add, that I have, in common with my fellow-subjects of her Majesty in this city, a further cause of rejoicing, that the honor of accomplishing the enterprise has been achieved by a son of the British navy, and that it was completed on St. George's day.

I have the honor to be, sir,

Your humble servant,

JAMES BUCHANAN.

RICHARD ROBERTS, Esq., R. N.

Commander of the steam-ship *Sirius*.

LATEST DATES FROM ALL PARTS OF THE OLD WORLD, received at New York, April 23, the day of the arrival of the steam-ships:

	evening,	April 7,	15 days.
Bristol,		" 6,	17 "
London,		" 6,	17 "
Liverpool,		" 4,	19 "
Cork, 2,		" 5,	18 "
Havre,		" 4,	19 "
Paris,		" 3,	20 "
Brussels,			

The *Sirius* is a beautiful model—700 tons—320 horse power—schooner rigged. Notwithstanding she had very rough weather, she came over with perfect safety. Passengers are delighted with her performance.

Her boilers were supplied the whole way with fresh water, by means of a distilling apparatus, which converted the salt into fresh water. The distilling worms, (small copper tubes,) measure, as is reported to us, near four miles. The following is the journal of her voyage:

4th April, started; light breezes from N.E.—Draft of water, 15 feet 2 inches.

5th—Heavy at N.E. to N.N.E., windy; fresh gale, much head sea, slight rain. Exchanged numbers with the bark *Dale*, of Liverpool. Weighted one ton of coal, which lasted 1 h. 30 m.—pressure on the boilers 5 3-4 lbs.

Berlin,	March 28,	26	"
Madrid,	" 27,	27	"
Vienna,	" 27,	27	"
Trieste,	" 27,	27	"
Loughorn,	" 23,	31	"
Toulon,	" 21,	33	"
Naples,	" 17,	37	"
Constantinople,	" 6,	48	"
Alexandria,	" 4,	50	"
Smyrna,	" 1,	53	"

From the New York Express, April 25.

THE VISIT OF THE CORPORATION TO THE SIRIUS.—A BEAUTIFUL SPECTACLE.

The Mayor of the City, the Boards of Aldermen and Assistants, according to previous announcement, embarked yesterday afternoon, about half past one o'clock, in barges, escorted by a fleet of other barges belonging to the navy yard, under the direction of Capt. Stinger, of the Navy, all bearing the American flag, and ranged in beautiful order in the river, making one of the most delightful pictures ever seen from the city. About the same time, a large number of citizens, some two or three hundred, invited guests, put off from the North river, all for the purpose of doing honor to the steam-ship *Sirius*, her captain, and crew, and for celebrating the great event of her arrival in our harbor. The *Sirius* was dressed out in flags and pendants; the United States flag being on one mast, and the British flag on another. The band of music on board the barges played "God save the King," and the band on board the *Sirius* played "Hail Columbia," and "Yankee Doodle." After the Corporation and several officers of the army and navy were put on board the *Sirius*, and an interchange of enthusiastic cheers on all sides, and from all parts, the guests were admitted, and immediately the cabin, as well as the quarter deck, was thronged by the crowd who had assembled on the occasion.

The gallant commander, Captain ROBERTS, was seated at table in the cabin, with the Mayor on his right, and Alderman Hoxie, the Chairman of the Corporation Committee appointed on the occasion, on his left; Captain Hoskin of the *Great Western*, the British Consul, and several other gentlemen being at the table. The cabin of the *Sirius* was by no means fitted for such a welcome as the Corporation of the City wished to give Capt. Roberts, nor for such a welcome as the Captain wished to extend to his honored guests, but the cheer was abundant on the heavy laden table, and the wines soon made the compact crowd so happy, that they forgot the pressure to which they were subjected. All tongues were soon in motion in commemorating the Great Event.

Alderman Hoxie, after calling to order, congratulated Captain Roberts on his safe arrival here, and in the name of the Great City of the New World, welcomed the gallant adventurer from the Old. What was a matter of *experiment*, he remarked, it was reserved for the great good fortune, and for the high fame of the gallant Captain to prove to be the *fact*. (Cheering.) Though another had the honor of discovering the New World—yet that New World for centuries had been approached only by the canvass filled with the varying winds; or if otherwise, but cautiously and timidly in some trembling steamer, whose arrival or departure had not been a matter of great note; yet certainly to the *Sirius*, to her gallant commander and her gallant crew, was reserved the fame of first shooting boldly from Europe over the broad Atlantic, in defiance of winds and waves, and of first bringing in the waters of our city the flag of Great Britain up-borne on the masts of a steam ship, to wave side by side with the Stars and Stripes of our States. (Hear, hear, hear.) The Hudson river surely had never before seen such a

sight. (Tremendous cheering.) Here was a steam ship from the Thames, and there were steamboats from Albany, and Providence, and New Haven. (Great cheering.) He looked upon this, therefore, as a great event. He awarded, in the name of the city, to her gallant captain and the gallant crew, the high honor of creating a new era. (Hear, hear, hear, and great cheering.) If it did not bear his name over the world with the imperishable lustre of the great discoverer of America, it gave him a name among the great benefactors of mankind. It ranked him with the Fulton of America, (great cheering,) and that was an honor enough for any man to bear. (Tremendous cheering.) I propose, said the Alderman, in conclusion, the health of the gallant captain and crew of the *Sirius*.

This toast was drunk standing, and was received with deafening cheers. When the applause subsided, Captain Roberts, who, by the way, is a British sailor, every inch of him, and who, therefore, does not set up for an orator any more than our brave Jack Tars, returned his heartiest thanks in a few pithy words: "I am a happy man," said he, his face all glowing with joy and cheerfulness. "This is an honor I could hardly dream of ever getting. Thanks to your great City, thanks to the distinguished gentlemen who have given it, thanks to you all, gentlemen. If I could live a thousand years, I would give them all up for the honor of this day. (Great cheering.) It is the happiest hour of my life. I am the proudest man in the world." All this was said with so much of sailor enthusiasm and hearty good will, that it was one of the most eloquent speeches we have ever heard. The applause from all sides was most hearty.

Capt. Roberts concluded his brief remarks with the following sentiment, which was responded to with nine cheers:

"THE CITY OF NEW YORK, and its worthy CHIEF MAGISTRATE."

His honor the Mayor then rose and electrified the whole assembly with a brief and very eloquent address, but little of which we have room to report. Among other observations, he remarked to the Captain that this favored and enterprising city hailed his successful effort with great joy. We feel, said he, a deep interest in your success—and this is fully proved by the many anxious and enthusiastic Americans who greet you on this occasion. We welcome you to our country with all our hearts. As you are a stranger among us, allow me to tell you that here you will find a people proud to congratulate you on your noble triumph. (Hear.) The memory of Fulton is dear to this country—and were he now present, he would rejoice to join with us to do honor to the authors of this splendid achievement. (Hear.) The far-sighted mind of that illustrious man fondly anticipated this very hour; this hour, when two mighty continents would be brought near to each other by the magic power of steam, and when the war of the elements would cease to interpose invincible obstacles to speedy intercommunication. (Hear.) We do not envy you your prosperity—we glory in it, and we will emulate it. (Cheers.) The genius of our citizens is adequate to any purpose, and their industry and perseverance are commensurate with the unlimited means of accomplishment. (Hear, hear.) Although we received from Old England early and useful information upon the application of steam, we soon extended the value of her discoveries; and she in turn has continued to astonish the world by new developments. (Hear.) We are now banquetting within the last of the wonders that have crowned her labors. Although we yield not to any nation the palm of exclusive renown upon this subject, we do not hesitate to give you that high meed of praise so justly your due. (Hear, hear.) On behalf of our favorite metropolis we bid you welcome, thrice welcome, to New York!

(Cheers.) You offer to us a new source of prosperity. And be well assured that, whenever you leave the green hills and white cliffs of Britain for the fertile and romantic shores of this vast Republic, you come to a land and a nation that knows how to appreciate your worth—in one where your person and your rights, in common with our own, will be acknowledged and protected—and to a people whose hospitality, whose sympathy, whose love of justice, and respect for the laws, is surpassed by none other. Though you have for the first time crossed the broad sea, as an explorer in a new way, yet you have found a great nation already in being, of the same stock as your own, with the same language you left at home, and a people of true English hospitality, who will be happy to encourage you to repeat your visit as often as you please. (Cheers.) Indeed, sir, it is enough to merit the just compliment we all pay, when we say you have elevated the high character of England, and given hope of new and higher destiny to America. (Great cheering.)

After some other animated remarks, the Mayor gave,

"ENTERPRISE—as mutually fostered and encouraged by England and the United States, it will soon open new sources of wealth and power to all nations."

The British Consul, Mr. Buchanan, after some prefatory remarks of the value of this new union which Capt. Roberts had the honor of establishing between the cities of Great Britain and the city of New York, and of its commercial importance, and probable effect upon the two great nations, observed that, as we are now on the waters a great man had first experimented upon with steam power, and where he had first defied the current and the wind in a steam vessel, he would propose, as a sentiment,

"The memory of that great man, ROBERT FULTON."

Mr. BENSON, President of the Board of Aldermen, then said, that, as the people of the New World were welcoming the arrival of strangers from the Old World, strangers, though only in name, but not in tongue, or common origin, or common feeling, he would propose, as the best, and as the proper way of expressing, to a great people from over the sea, the feelings of their descendants, their children here, to drink

"The health of QUEEN VICTORIA."

As this sentiment was about to be welcomed with the liveliest cheers, some one from the crowd abruptly remarked, "O yes! yes! give woman homage the world over," which imparted to the enthusiasm already created the liveliest modes of expression. It was received with twelve cheers, and the applause was deafening.

The British Consul took this occasion to thank the company for the manner in which they had greeted the health of his Queen, and in thus greeting her, he said, they showed their kind feelings for the nation over which she reigned; and though, he added, something of the enthusiasm might have been given to the toast by the extempore amendment annexed, yet he joined heartily in that too, for as woman so justly commanded homage, the loyalty a subject felt for his Queen was thus converted into the most refined and gallant chivalry. He would now propose in return, as an expression of British feeling in the United States:

"The health of the President of the Great Republic of States."

Captain Hosken, of the Great Western, was now called upon for a toast. As he was in a somewhat remote part of the cabin, we were not able to catch the spirit of his remarks, and thus we have not the power to repeat them.

Between three and four o'clock the company returned to the city—the officers of the Corporation in the barges of the navy yard, and the guests in the

steamboat. The barges afterwards visited the Great Western, and cheered her, her captain and her crew. No accidents occurred to mar the festivities of the occasion; and the whole scene will be productive of a great deal of good feeling on both sides of the water.

The steamer Sirius is hauled in at the foot of Coffee House slip, where thousands visited her yesterday. The deck and cabin were so crowded with persons that it was almost impossible for her crew to attend to their duty. Her wheels, machinery, and windlass were particular objects of curiosity. She appears to be as strong as wood and iron can make her.

Several gentlemen have already taken passage in the steamer Sirius. Among whom are some who go out to witness the ceremony of the Coronation. They expect to visit the principal colonies in England and France, and to be back in eight or nine weeks.

From the New York American.

SLOOP OF WAR LEVANT.—This fine ship, recently constructed at the Navy Yard, New York, has arrived at Norfolk, previous to sailing for Pensacola, with officers and men for the West India squadron. The Levant is sister ship to the Cyane, built at Boston, both of which are larger than the old sloops, for the purpose of carrying the chambered thirty-two pounder, a very effective gun on a new plan, the credit of which, it is believed, belongs to the Board of Navy Commissioners. The Levant's battery consists of twenty of these guns, and we have no doubt that they will prove to be the most efficient of their weight ever yet adopted. By chambering guns, three very important advantages are gained, viz: a longer range, less danger of bursting, and great economy of powder. We hope to see these guns generally adopted in the Navy. The Levant is a fine substantial-looking ship, but has the same fault found with all our sloops, that of trimming too much by the head; she has thirty tons of ballast on board, nearly all of which is in the spirit room, and near the mainmast, and not a pound of it forward the main hatchway. Great pains has also been taken to move every thing of weight as much aft as possible, but yet, as she sits on the water, she seems to tip by the head. When she gets her tanks on board, her trim will be ruined beyond all remedy, and from that moment becomes a dull sailer. It is to be hoped, however, that the good sense of the Navy Commissioners, guided by the experience of those naval officers who have witnessed the great change produced in our sloops, by the substitution of tanks for casks, may remedy this serious evil. The French, who, in naval science, are taking the lead of all other nations, have discontinued the use of tanks in all vessels under the class of a frigate, for the same reasons which experience has taught all our sea-going officers: it has injured the sailing qualities of those sloops that have the misfortune to be stowed with them. Another drawback is the plan of filling our ships, in solid, between the timbers, thus adding thirty tons superfluous weight to a sloop of war, such as the John Adams, besides subjecting her to an earlier decay. Of what consequence is it that a ship of war should be made thus solid, and carry a few gallons more water, at the expense of every other requisite, one of the most important of which is rapid sailing? As well might the light infantry of an army be cased in armor, bullet proof, and loaded with a month's provision, that they may keep the field a longer time. Thus encumbered, they would be better off the field than on it. David, when equipped by Saul in his helmet, coat of mail, and sword, for the fight with the Philistine, "assayed to go," but he could not. He therefore wisely put off his cumbrous load, and trusted to his activity and his sling.

The difference between a ship of solid frame

with iron tanks, and one of open frame with casks, is clearly exemplified in the John Adams and Levant. The latter, though a larger ship, carrying heavier guns, more water, and more provisions, has a lighter draught by eleven inches; and if a trial could be made, we hazard little in saying that the Levant would outsail the Adams at every point. They are now lying side by side in Norfolk, and it would be an interesting trial to send them to sea for several days together, and ascertain fully their comparative qualities. Experiment ships, formed into trial squadrons, have been repeatedly sent out by the French and British Governments, and valuable results obtained, but with us there is no such interest in naval matters; no encouragement for emulation among naval constructors; but we content ourselves with the belief that because we were once successful over our enemies, we must always be so, no matter how changed the circumstances may be under which those successes were gained. While on the subject of our sloops, it may not be irrelevant to speak of those in prospect as well as those already built. During the session of 1837 an appropriation was made by Congress for the building of six vessels of war, to carry not less than ten, nor more than eighteen guns. The moulds have been made, and the timber partly delivered, and expectation, on the part of those interested in the navy, has been on *tip toe*, to see if any, and what improvement was made on former models. The moulds furnished by the Chief Naval Constructor contemplate vessels of one hundred and eleven feet length, thirty-two feet beam, and fifteen feet depth of hold, but the Navy Commissioners have very wisely issued a circular to the Naval Constructors at the different stations, requiring each of them to furnish a separate draught of a vessel calculated to carry sixteen thirty-two pound carronades, or fourteen, and two long chase guns. When these models are furnished, it is to be hoped, that instead of any one for the whole number, the Navy Commissioners will direct one to be built on each model, and thus test the talent of the different constructors. By this means results may be arrived at, little expected; but if a selection is to be made, the best plans may be rejected. It is very much to be regretted, however, that any dimensions should have been given the constructors as a guide. It would have been quite sufficient to say that a vessel was required to carry sixteen guns of a certain calibre and weight, without further restriction, for if the beam and depth of hold are disproportioned to the length, all the skill in the world cannot make a fast sailing ship, but it is to be hoped that the timber, though already moulded, may admit of such alteration as to enable the different constructors to project their own plans. We also regret that the force of these six sloops should be limited to sixteen guns. The first proposition was made by the Hon. John Reed, of Mass., that \$400,000 should be appropriated for building six vessels of war, to carry not less than ten, nor more than sixteen guns, but an amendment was offered by the Hon. A. Mann, Jr., to carry the highest limit to eighteen guns, for the reason that the only sixteen-gun sloop in the navy during the last war with Great Britain (the Argus) was captured by the Pelican of eighteen guns, but that our *eighteen-gun* sloops were in all instances victorious over those of the enemy of equal force. He therefore very justly wished to give our commanders a fair opportunity of success in similar encounters, and not subject them unnecessarily to the danger of defeat, by obliging them to contend with superior force. The amendment was accepted, without a dissenting voice; and Mr. Reed, the author of the original measure, expressed himself pleased with the alteration. This, by no means, made it obligatory on the Commissioners to adopt the largest force authorized, but from the interest which it is presumed they feel for the service, it is not reasonable to suppose they would deny it advantages which Congress

is so willing to grant: we therefore hope there may be some mistake, and that the ships will yet be constructed to carry eighteen guns. C. D.

THE U. S. STEAM VESSEL OF WAR FULTON.—This formidable ship will proceed, we understand, in a few days, to Washington, for the inspection of the naval, military, and civil magistrates at the seat of Government, and if they have half as much intelligence as her gallant commander, she will be viewed with favor, and the steam service encouraged as its undoubted importance deserves. We have not a shadow of doubt that this branch of naval defence is destined to become our safest, cheapest, and most effectual arm of coast protection. A visit made some days since to the Fulton, and the insight which it gave us into the views of the officers engaged in the service, have convinced us of the fact. Capt. Perry, who commands the vessel, and who has, we believe, more thoroughly devoted his attention to the subject than any other officer in the navy, is full in his confidence that steam-ships and batteries are in all respects abundantly better calculated for harbor defence, than any other force, not only on the score of efficiency, but economy. Indeed, there can be no comparison on either point. One quarter of the money that must be expended in constructing and manning the fortifications necessary for the effectual protection of a seaport—our own, for instance—laid out in these floating forts—these locomotive castles—would furnish the means of beating off five times the amount of foreign force, that could be held in check by land batteries. Most heartily do we hope that the movement made on this subject in Congress, by Mr. Davis of Massachusetts, may lead to the adoption of prompt measures. Let us have a dozen steam-ships to begin with, and let us be prepared to put afloat a dozen more at the shortest warning, whenever there is any apprehension of maritime hostilities. We would not abandon our land works, we wish the large and heavy fortifications completed, and completely garrisoned at all times; but instead of following out the grand design recommended some years since by the United States engineers, under the direction of Gen. Bernard, for a line of *outer fortifications*, let us put these exterior defences *afloat*—let us substitute batteries that can be *moved from one place to another at the rate of ten miles an hour*, for those that must be built in three fathoms of salt water, at an enormous expense, and only be able, after all, to fire at the enemy while he is passing them! Captain Perry deserves the highest credit for the admirable spirit with which he has engaged in this matter. He has taken charge of a vessel whose size and armament are much below a Post Captain's command, and has been indefatigable in putting this novel branch of naval service upon a system of exact order and discipline, that will be of incalculable advantage in its future operations. Perry is the pioneer in steam tactics of the navy, and his name will be honorably identified with its success hereafter. The Fulton is put upon a system that will be the best of models to all vessels of her class, and which will serve as a *nucleus* around which the future officers of the service will gather. Her commander has furnished an example that entitles him to all praise from every friend of the navy and of the nation. We certainly do not wish to see the United States at war, but if such an event should come upon us, we shall hope to see Captain Perry in command of this description of the national armament; because we know that the starry banner of Freedom would be carried into action with as bold a bearing and as glorious a result, as when it floated its folds over the blue waters of Lake Erie.—*New York Gazette*.

One of the soldiers attached to the Newport Barracks, opposite Cincinnati, committed suicide on the morning of the 18th, by jumping into the river.

WASHINGTON CITY;
THURSDAY, MAY 3, 1838.

Among the acts and resolutions passed by the Territorial Legislature of Florida, we notice the following:

To incorporate the city of Key West.

Requesting their Delegate in Congress to urge upon that body the necessity and utility of erecting on Cape St. Blas a suitable light-house.

Requesting the President of the United States to order the Secretary of War to station one full company of mounted dragoons, armed with rifles, on the frontiers of Jefferson county, until the Indians are entirely removed, for the protection of middle Florida.

Requesting their Delegate in Congress to urge upon that body the necessity of an appropriation of money for the erection of a marine hospital at the city of St. Joseph.

Requesting their Delegate in Congress to use his best endeavors to procure the passage of a law appropriating \$5,000 for the repairs of the court house in Duval county, which has been used as quarters by military companies in the service of the United States, and become so much mutilated and broken as to be almost useless to the county.

Resolutions recommending Captains D. D. TOMPKINS, of the 1st artillery, and G. S. DRANE, of the 2d artillery, for brevet promotion for their gallantry and services in Florida. The resolutions in the two latter cases are herewith subjoined:

Preamble and Resolution No. 15.

Whereas, it has been usual in the United States Government to confer brevet rank upon meritorious officers of the army for distinguished bravery and good conduct in the presence of the enemy, and more particularly when that enemy has been beaten and routed by an inferior force, and whereas, the conferring of brevet has been continued during the Seminole War for similar services, and this Legislative Council, believing that the services of a gallant and most meritorious officer has for some cause been overlooked:

Be it, therefore, Resolved, by the Governor and Legislative Council of the Territory of Florida, That they entertain the highest opinion of the meritorious services of Captain DANIEL D. TOMPKINS, of the 1st Regiment of Artillery, in the service of the United States, for the gallantry and good conduct displayed by him in the different actions in which he has been engaged during the present war, and particularly that of San Felasco, where he charged and beat the enemy with an inferior force.

Be it further resolved, That the Governor be, and he is hereby, requested to cause a copy of these resolutions to be forwarded to the Hon. CHAS. DOWNING, our Delegate in Congress, with a request that he will lay them before the President of the United States, and that he will use his exertions to have the brevet rank of a Major in the United States army conferred upon Captain TOMPKINS.

Adopted 6th February, 1838.

Approved 8th February, 1838.

Preamble and Resolution No. 17.

Whereas, the character and merits of Captain G. S. DRANE, of the second Regiment of Artillery of the United States army, entitle him to the esteem and notice of the people of this Territory, and to the consideration of his Government: And whereas, in the opinion of this Legislative Council, his merits during the Seminole hostilities have not received from his country that award which they have merited, and which has not been withheld from his fellow officers, therefore

Be it resolved by the Legislative Council, That the President of the United States be, and he is hereby, most respectfully solicited and recommended to confer upon the said Captain G. S. DRANE a brevet promotion for his services in Florida, and

Be it further resolved, That a copy of this preamble and resolution be forwarded to the President of the United States, and another copy to the Delegate in Congress.

Adopted, 7th Feb. 1838.

We insert, to-day, a communication from Colonel GADSDEN, in relation to the treaty with the Seminoles at Payne's Landing, and in reply to an article copied into our paper from the Charleston Courier. Col. G. is right in his surmise that the signature to that article obtained for it admission into the Chronicle, coupled with the fact of its appearing in so respectable a paper as the Charleston Courier. We had no means of forming an opinion of the genuineness of the signature, other than a supposition that the editors of that paper would not allow a correspondent to assume one to which he had no claim. We hold it to be unjustifiable for a person, not a member of the military profession, to adopt the signature of an officer when writing anonymously in the newspapers. An officer may with perfect propriety adopt the signature of a citizen for a similar purpose, because he does not lose his right of citizenship by becoming an officer. Signatures are generally chosen with some reference to their applicability to the subject matter in hand.

Letters and slips by the express mail give the particulars of another of those deplorable events—generally the result of most culpable negligence—the bursting of a steamboat boiler, and the scalding, maiming, and drowning a large number of passengers.

On Wednesday afternoon, 25th ult., about 6 o'clock, the steamboat Mozelle, Capt. Perin, left the wharf at Cincinnati, for Louisville and St. Louis, having on board about 200 passengers. Just as she shoved off, her boilers burst with a tremendous explosion, and out of the whole number on board, only from 50 to 75 escaped. In 15 minutes afterwards the boat sunk.

Among those lost were Lieut. Col. FOWLE, of the 6th infantry, on his way to join his regiment in Florida, and Dr. WILLISON HUGHEY, of the army, under orders for Augusta, Geo., Arsenal.

ROBERT EMMETT HOOE, of the U. S. navy, who was tried before the Superior Court of Glynn county, Georgia, on an indictment for voluntary manslaughter, for killing Dr. GEORGE W. PALMER, also of the U. S. navy, has been found guilty. A motion for a new trial was immediately made and granted. We have not room this week for the notice of the trial, which was published in the Brunswick Advocate, but shall insert it next week. The verdict, it is said, excited great astonishment.

The citizens of Plattsburgh, N. Y., have tendered to General WOOL a public dinner, which he has declined on account of its interference with his public duties. We shall publish the correspondence next week.

Correspondence of the Army and Navy Chronicle.

CAMP ON LAKE SABINE, LA.,

March 25, 1838.

I have but little military news to communicate, but it may be interesting to you to learn that the steamer *Velocipede*, Capt. Isaac Wright, has ascended and descended the Sabine river, 300 miles, as far as Major Belknap has cleared it. The boat went up without injury, as far as I have mentioned; but in attempting to go above, she broke some of her outworks. The *Narrows* were passed without difficulty, as also the *Raft* and the *Rapids*.

This important operation has been performed by Major Belknap's command at the slight expense of \$1,200, and a line of communication opened to Camp Sabine and any other posts which may be on that frontier, by which the land carriage of fifty miles, (which formerly was the route, by Natchitoches,) is avoided, and the expense of transportation diminished at least one half. The benefit to the adjacent inhabitants is incalculable, and the now vacant public lands will soon be in great demand.

As this work is of a military character, I have thought the information of its complete success would be worth your notice.

I send also a copy of a letter to Major Belknap from the captain of the steamboat. B.

SABINE PASS, March 23, 1838.

MAJOR BELKNAP:

Dear Sir: From your report of the navigation of the Sabine river, I have been induced to make the trial with the steamboat *Velocipede*, of 143 tons burden, (carpenter's measure,) 133½ feet in length, 20 feet beam, with guards of 14 feet, drawing 5 feet water; and I am happy to inform you that I have succeeded in ascending and descending to and from the town of Sabine, a distance of about 300 miles, without the least injury to my boat.

Your success has been beyond the expectations of the oldest inhabitants on the river, and your labor has enhanced the value of all lands adjacent to the river at least 200 per cent.

The *Raft*, formerly considered impossible to remove, I found no difficulty in ascending or descending.

The price of freight from Natchitoches to Camp Sabine has heretofore been about *five or six cents per pound*; and by the Sabine river, from New Orleans to Camp Sabine, freight will now cost *two cents per pound*.

Yours respectfully,

ISAAC WRIGHT,

Captain steamboat *Velocipede*.

X, on the Navy, next week.

ITEMS.

Mr. MUHLENBERG, Minister to Austria, with his wife, daughter, and servants, and Mr. J. RANDOLPH CLAY, Secretary of Legation, with his wife, child, and servant, sailed from New York for Havre on Thursday, in the packet ship *Burgundy*.

In the packet ship *Mediator*, at New York, from London, came passenger His Excellency Mr. BODISCOE, the Russian Ambassador.

Major General WINFIELD SCOTT, U. S. army arrived at Norfolk, on Wednesday evening 25th ult., in the *Patrick Henry* from Richmond.

Among the passengers in the *Columbia*, on Thursday last, from Washington, to Norfolk, were Capt. Beverly Kennon and Lieut. Wilkes, U. S. Navy.

The shipmasters of the port of Philadelphia have held a meeting and resolved that they will not employ any seaman or mariner, who will not sign the ship's articles with a prohibiting clause against their bringing with them under any pretence whatever, any dangerous, sharp-pointed, sheath-knives or daggers.

ARRIVALS AT WASHINGTON.

April 24—Lieut. T. B. Arden, 7th Infy. Gadsby's.
Col. B. K. Pierce, 1st Arty. Fuller's.
Capt. E. S. Winder, 2d Drags. Polk's.
30—Capt. W. A. Eliason, Engr. Corps.
Capt. S. Ringgold, 3d Arty. Gadsby's.
Major W. M. Graham, 4th Infy. do.
Lt. E. A. Capron, 1st Arty. Mr. Barnard's.

LETTERS ADVERTISED.

WASHINGTON, April 30, 1838.

ARMY—Major T. T. Fauntleroy, Captain Gouv. Morris, Major George W. Scott.

NAVY—Mr. Bridge, Commo. J. Barron, A. S. Baldwin. Lt. J. W. Cox, Capt. S. Champlin, Franklin Clinton, 3, Sailingmaster Ferguson, Wm. L. Hudson, 2, Lt. G. A. Magruder, Capt. W. Ramsay, 2, Lt. S. C. Rowan, Lt. S. Swartwout, W. Sinclair, Lt. C. C. Turner, Lt. Voorhees.

MARINE CORPS—Capt. Brevoort.

PENSACOLA, April 7.

NAVY—Lt. L. J. Bryan, Lt. S. E. Munn, 2, Lt. Henry Moor, 3, J. T. McLaughlin, Mid. John S. Neville, 2, Mid. W. Reid, Dr. Geo. Terrill, Capt. N. Warren, W. M. Walker.

MARINE CORPS—Capt. T. A. Linton.

REVENUE CUTTER SERVICE—Capt. P. Gatewood, Lt. O. Peters.

U. S. ship *Natchez*.—Comm'r. William Mervine 5, Lieut. James D. Knight 8, Lieut. C. S. Ridgely 11, Lt. J. F. Borden 3, Lt. G. R. Gray 2, P. Mid. D. McDougal 6, Dr. G. Blacknall 10, Dr. Sol. Sharp 11, Purser S. Ramsey 27; Mid'n. F. B. Renshaw 3, N. B. Collins 7, C. Saunders 4, J. F. Marrest 4, John Neville, W. E. Boudinot, Charles H. Mervine, E. J. Leedom 7.

U. S. ship *Concord*.—Comm'r. Andrew Fitzhugh 2, Lt. T. J. Leib 2, Lt. J. P. McKinstry 3, Lt. John De Camp 10, P. Mid. G. M. White 8, Purser N. Wilson 7, Mid. W. Winder Polk 4, Mid. S. D. Trenchard 3, Mid. G. H. Cooper 3, Mid. W. Shields, John Beggs 3, Jonas Dibble 3.

PASSENGERS.

NORFOLK, April 22, per steamboat *South Carolina*, from Charleston, Captain S. Ringgold, and Lieut. J. L'Engle, of the Army.

COMMUNICATIONS.

SEMINOLE WAR—TREATY OF PAYNE'S LANDING.

To the Editor of the *Army and Navy Chronicle*.

SIR: The article which appeared in the January number of the *Chronicle*, as extracted from the *Charleston Courier*, over the signature of An Officer of the 4th Artillery, is altogether fabulous. The signature, and the date from a camp, (very probably assumed to give it circulation,) must have alone secured for it a place in so respectable a chronicle of army and navy history as that published by you. To prevent, however, any further extension of false impressions, from statements in the main so erroneous, particularly in relation to the Treaty of Payne's Landing, it is due to the undersigned that you republish his letter to Mr. WISE, written to refute similar insinuations as those indulged in by the "Officer of the 4th Artillery."

It is scarcely to be supposed, that an individual, actively engaged in the field, as all those operating in Florida against the Seminoles have been, could possibly find time to collect facts in relation to the true condition of these red men, and of the nature of the obligations they have contracted with the Government of the United States. If disposed to heed any and every tale he may have heard, and to make them the subject of newspaper publication, their palpable contradictions will only confirm the melancholy truth which burst upon RALEIGH, when he burnt his history of the world: "that all history was but a fable." Indeed one half of what has found, of late, its way into our papers in relation to the Seminoles and their chiefs, Micanopy, Jumper, Ocoola, Philip, and Sam Jones, has almost led me to reject the perception of my own senses, or to doubt if I had any agency whatsoever in the negotiation with those Indians.

The personal allusions, in relation to myself and my connections with the late President of the United States, are as unworthy the source from whence they profess to emanate, as they are of any comments from one, who has long estimated the profession of arms as among the *most honorable*. The idea of concentrating the Indians in a territory to themselves, west of the Mississippi, did not originate with General JACKSON. The subject was first brought to public notice by Mr. JEFFERSON, and during his Presidency, a partial removal of the Cherokees was effected. Mr. MONROE renewed the consideration of the measure in his message, which was deemed at the time very impressive by all parties; and the treaties (including that with the Seminoles) made under the administration of General JACKSON, it was supposed, would consummate the desired object. This policy was more particularly recommended, to avoid those collisions which our Indian relations were calculated to and had produced, between the General Government and the States in which the different tribes resided. Serious difficulties with Georgia had occurred, under the governmentship of G. M. TROUP, and that controversy growing out of the assertion and maintaining on the part of that officer the sovereignty of the State of which he was the Executive, led, more than any other, to confirm the policy which the General Government had deemed most advisable in its future relations with the red men. Whatever sympathy may be felt for a people violently forced from the land of their ancestors; however hard may be deemed by some, the lot of the *weak*, compelled to yield to the power of the strong; it is certainly misplaced in relation to those who have voluntarily made, and have solemn obligations to perform. Wrong may have been done to the Seminoles; and retribution may very possibly follow dereliction; but the retribution will not be on the stipulations of the Treaty of Payne's Landing, but on those who have misled the confiding and deluded savages into the contest into which they are now most fatally engaged.

JAMES GADSDEN.

COL. GADSDEN.—We publish, to-day, the letter of this distinguished gentleman, repelling Mr. WISE's reckless charges of misconduct in the management of Florida affairs. Col. G.'s letter was marked by us for insertion as soon as received here, but has been unavoidably delayed until now. We publish it now as an act of justice to Col. G., rendered the more necessary, as we learn that an anonymous communication, from Florida, inserted in our paper, a short time since, contained some imputations on Col. G., the bearing of which escaped our notice, as Col. G.'s name was not mentioned.—*Charleston Courier*.

TO THE HON. MR. WISE, OF THE HOUSE OF REPRESENTATIVES.

WASCISSA, (Florida,) Feb. 8, 1838.

SIR: In the report of a debate on an application

for an appropriation "for the suppression of Indian hostilities in Florida," which seems to have taken a singularly excursive range, Mr. Wise is said to have "reiterated his former charges as to the character of the war, and its inception, and declared he would prove them if the House would give him a committee of investigation for that purpose." He expressed his surprise that the "gentleman from Florida, had never heard the fairness of the Seminole treaty questioned, for it had been designated as a fraud upon that floor a year ago." Again: Mr. Wise said, that "he would take the testimony of our Government, of our own agents, and our own people; and their testimony was, that the treaty had not been fairly obtained, and that it was never made with the Seminole nation, as a nation; and he would now say that he believed, when the whole matter was fully investigated and exposed, that it would be found and proved that there was no treaty made but a fraudulent treaty."

The above remarks, as reported to have been made by you, would not have attracted my attention, had not my name been mentioned in the same publication, as the commissioner who negotiated the treaty: thus casting upon me the responsibility of a war which you have denounced "so iniquitous in its inception," and for the justification of which strong language, (so unmerited, if intended for the treaty of Payne's Landing,) you offer no other apology than the refusal of the House "to give you a committee of investigation." Having, sir, in all the public agencies in which I have acted, held my conduct responsible to public investigation, so far from shrinking from, I would cheerfully meet a thorough scrutiny into the negotiation with the Seminoles, conducted by me as commissioner, and which eventuated, in what appears in the statute book, as the treaty of Payne's Landing. With the origin and conduct of the war still waging in Florida, with the supplementary arrangements made with the Seminoles by the late murdered agent, General Thompson, as well as by commissioners charged with negotiations west of the Mississippi, I have had no connection, either by consultation or otherwise. I hold myself responsible, however, as sole commissioner for the negotiation of the treaty of Payne's Landing, and if there be in your breast aught of conjecture or of suspicion impugning the manner in which that negotiation was conducted on my part; if concealed advisers or anonymous scribblers have so played on your sympathies as to hurry you into an unprovoked attack, from your seat in the House on a private individual in retirement, and remote from the place you have selected for your charge, you throw him in the attitude of which you complain, and condemn in advance without affording him the tribunal of a "committee of investigation." I have denied you no examination into any public acts of mine you might think proper to institute. I have not been questioned, nor have I refused any information in relation to them you might think of importance, as connected with the treaty and the war with the Seminoles. I feel fully warranted, therefore, and upon your own principles, in a call upon you either to disclaim any allusions in the remarks cited above, or in justice to afford me the opportunity of "investigation and of exposure" of all my agency as commissioner in that negotiation. I shall shrink from no examination, however inquisitorial, you may think proper to institute, and feel confident in the declaration that, from an impartial investigation of facts, the contest with the Seminoles will be found to have originated less in the "unfairness and fraud" practiced in the negotiations at Payne's Landing, than does the charge of unfairness and fraud in the diseased imagination of an impassioned and disordered intellect. The opinion of Mr. Eaton, to which you advert, (and of which the Florida delegate affirms he was subsequently, very justly ashamed

ed,) was a legal one, (quackery on the construction of treaties,) growing out of an indulgence as to time in the execution, granted by one of the contracting parties to the other, and had no relation whatsoever to alleged unfairness or fraud practised by either.

I cannot but feel confident, however, that on a review of the whole debate, in which you participated so conspicuously, and to which allusion is made in this communication, and on a less impassioned investigation of facts and transactions in relation to the treaties and war with the Seminoles, you will either exonerate me from any of the imputations cast in your remarks, or afford me the opportunity, through any tribunal you may select, of exposing, as I can, their palpable injustice and fallacy. I avow that no treaty with the red man (and I appeal to all who may have been present,) was ever conducted more openly, or with more fairness, than was that made and concluded at Payne's Landing. The negotiations were by day-light, and in open council, and all the obligations and stipulations of the treaty were made to yield to the benefit of the Seminole, provided he would but consent to what was then considered the necessary, settled, and approved policy (without reference to parties) of the Government of the United States—"migration west of the Mississippi." To effect this important object was the commission with which I was charged; and in its execution, no influences, secret or open, were used, but that of an appeal to the passing events and signs of the times, "that the Indian could no longer be protected in his domain by the General Government within the limits of a sovereign State." This truth had been forced upon all, and had induced the policy of an exclusive Indian territory to the west, where the red man might continue for a time longer in the enjoyment of his habits, or be gradually brought within the pale of civilization. The alternative was proffered the Seminole; he accepted of migration, with the condition annexed to the treaty, that a commission, named at the time, should previously examine and approve of the country to which the nation were to migrate. Beyond this treaty, I had no agency in the removal of the Seminoles.

The sympathies manifested by many for the red men of Florida as being inhumanly exiled from a country whitened by the bones of their ancestors through successive generations, is altogether misplaced. The aborigines of Florida have long since disappeared. The Appalachees and Yemessees have successively been made to give way to more warlike tribes, and these again to the Seminoles, wanderers or refugees from the Creek confederation, most of whom have, as recently as the Creek war of 1812, taken up their location in the Territory! In the negotiations of 1823, at Camp Moultrie, the Seminoles opposed in council removing to the country which they now seem so fearlessly to defend, on the ground "of its poverty and incapacity to sustain them." On similar pleas have they thrice since petitioned Congress, which has as often been extended, for relief from starvation; and, with a similar petition in my hand in the year 1831, did I, as commissioner, approach them with a proposition to migrate to a country better adapted to their habits and their wants. But one opinion seemed then to prevail in relation to that which they then occupied; and doubts entertained as to that to which they were to be removed, seemed the principal, if not the sole objection to migration. The treaty at Payne's Landing was made in good faith on the part of the commissioner. Speculation had no influence on its provisions, and its stipulations and obligations were palpably so favorable to the Indian, that I cannot refrain from repeating what in council was enforced upon the Seminole: "That there was scarcely a white man on the Atlantic that would not, on similar conditions, migrate to the far West." What were these conditions? 1st. Payment, by annuity, for the coun-

try they were required to abandon. 2d. A country on the Arkansas superior to that which they left in Florida. 3d. Payment for their personal property, and for all the expenses of removal. 4th. A rifle and blanket and suit of clothing to each warrior, and twelve months' provisions after their arrival West. Was there any evidence of "fraud or unfairness" in such favorable provisions? Answer in candor, Mr. Wise, by removing the injustice you have inconsiderately done to a treaty which is as free from the "inceptions" as you have been fearless in imputing them.

JAMES GADSDEN.

ARDENT SPIRITS IN THE NAVY.

The Government, for the last few years, has seen the necessity of fostering our seamen, and devising ways and means for the future supply of the navy. Marine hospitals on the one hand, and the apprentice system on the other, guaranty to those whose inclination leads them to a sea life, a comfortable provision when age and infirmity throw them out of employment. But still there exists a radical evil in our system, and all efforts to elevate the character, and prolong the usefulness, of seamen, are visionary, until this shall be eradicated.

The simple question is, ought the ration of spirits to be abolished or reduced? At the present time, when public opinion has become so united, on not only the uselessness, but the positive injury to the physical powers, from its habitual and free use, it would seem that this subject might be entitled to the consideration of the Hon. Secretary of the Navy, as well as the Naval Committee, who have the corrective in their hands, and can effectually apply it, by introducing a substitute in the ration.

The present daily allowance of a half pint stupifies and prostrates the faculties of the most hardy, and unquestionably causes premature disease and death. In the English navy, the allowance is one gill. In the French, light wines are used; and singular it is, that while the temperance effort in this country is exercising so salutary an influence, in the navy we should be so far behind other services in this reform. Nothing, comparatively, has been done. Nothing has been attempted to discourage the use of the full allowance, if we except the laudable regulation of the Department, which authorizes the commutation of the liquor portion of the ration to its equivalent in money, and the fact of so many in the different ships commuting, is no inconsiderable argument for abolishing entirely the part of the ration in question. At least, it shows conclusively the proposed reduction to be practicable.

The medical officers are believed to be nearly, or quite, unanimously of the opinion that it should either be reduced or stopped entirely, all concurring that so large a portion is deleterious.

These brief hints are thrown out, in hope that an effort may be made to correct the evil in question, before the apprentices of the service shall fall victims to it.

X.

DOMESTIC INTELLIGENCE.

FLORIDA WAR.

The steam packet South Carolina, Capt. Coffee, arrived at Norfolk on Sunday 22d ult. from Charleston. The Mexican fleet had sailed from the coast of Texas for Vera Cruz.

From the Jacksonville Courier, April 12.

Arrived at 4 o'clock, P. M., in the schr. Exit, in tow of the steamer Cincinnati, on their way to Black Creek, Col. Bankhead, Lieut. Pickell, Lieut. Ross, and Dr. Byrne, Assistant Surgeon, from Key Biscayne, which they left on the 8th instant. 45 Indians had come in.

A military post has been established there under the command of Capt. Webster, a worthy and excellent officer, as we well know. The troops, say our

polite informants, are in good health. May they remain so and do good service to the country. Gen. Jesup is indeed gone to Tampa Bay, according to the rumor mentioned in another place.

THE RETURN OF THE INDIAN WARRIORS.—The Shawnee and Delaware Indians who were engaged by the Government to assist in quelling our Florida troubles, have returned from the wars, and many of them are now in the city. They give most glowing accounts of their exploits, and the battles they have fought. Nearly all of them have scalps, which they very boastfully display, and if we could believe half what they say, they must have nearly put an end to the poor Seminoles. Colonel Taylor only mentions ten as being killed, but be this as it may, these Indians have, to almost every man, a scalp. Whether they ran or fought, they are determined to be considered great braves upon their return home, and every man is to be dubbed a hero.—*St. Louis Bulletin.*

OSAGE WAR.—A gentleman from West Port informs us that he came in here on Friday last from the encampment of the dragoons. He reports that about forty lodges of the Osages had come into the Pottawattamie Trading House, about 80 miles south of West Port, and were staying there. They denied all intention and wish to join in any difficulties with the whites. It was also reported that another party had come into the Trading House on the Little Pine, and were opposed to all hostilities. The Government officers furnished them with provisions. Another portion had gone south, and were said to be disposed to fight, but would endeavor to avoid it until the grass got up, so that they could recruit their horses and send off their women and children to the Buffalo range. This party had made propositions to the Pottawattamies to join them, which they refused. Col. Kearny, with three companies of dragoons, was about to enter the Indian country, and if they should fall in with his party, it was believed they would give fight. The dragoons are represented as being very much incensed with the Indians on account of the repeated visits which, of late, they have been compelled to make to their country. Mr. Dodge, who was wounded in the engagement near the Harmony Mission, has since died of his wound.—*St. Louis Republican.*

From the Pensacola Gazette of April 14.

The U. S. ship Natchez arrived here on Monday morning last, from Vera Cruz. The Natchez arrived at Vera Cruz the same day on which the Vandalia sailed. The French squadron, consisting of one frigate and five brigs of war, were then lying at Sacrificio. Four of the brigs sailed two or three days after. The French minister was on board the frigate, corresponding with the "Supreme Government," and had given the Mexicans until the 16th of the present month to decide upon and pay the indemnity demanded by the French, which has now been reduced by them to about \$800,000. This sum, it was supposed, the Mexican Government would pay; but it was rumored, and generally believed, that the Government would at once pass a law banishing all French subjects from the republic. In this way, by means of confiscations, &c., it was supposed the sum required would be raised.

LITTLE ROCK, (ARK.) April 11. *From Fort Towson.*—We learn, by a letter from an officer in the U. S. army, at Fort Towson, that Capt. De Hart reached that post on the morning of the 31st ult. with 180 recruits for the companies of the 3d U. S. infantry, stationed at that post. They left New York on the 9th of February, and came around by N. Orleans, thence up the Mississippi to the mouth of Red river, and up the latter river, through the Great Raft, (which has

just been opened under the superintendence of Capt. Shreve,) to their place of destination; having performed the distance, no doubt, in less than half the time it ever was performed before, by a similar body of men.

The same letter adds that Capt. Bonneville would leave, in a day or two, with his company, for Fort Gibson.—*Arkansas Gazette.*

The Nashville Whig states that in ordering Gen. Scott to the Cherokee country, the Secretary of War directed him to call upon the Executive of the States of Tennessee, North Carolina, and Georgia, in the event that he should require additional force in carrying out the treaty. The Department has given notice to Governor Cannon, of Tennessee, that such a call may be made, with a request that it may be responded to by his Excellency. The Governor has replied by letter, with his accustomed promptness, that the State will be prepared to meet the requisition.

The military force of seven thousand men, which is to be placed at the command of Gen. Scott, to effect the removal of the Cherokee Indians during the ensuing month, will be composed of the following portions of the militia and regular army:

Tennessee,	1,480—2 Regiments.
Georgia,	1,480—" do.
Alabama,	1,480—" do.
North Carolina,	740—1 do.
	—5,180
Regulars,	2,200—7,380

MILITARY APPOINTMENTS by the Governor and Senate of New York—April 18, 1838.

New York.—William Horace Brown, inspector of the 6th brigade of artillery; Hector Morrison, inspector of the 3d brigade of infantry; Lewis R. Davis, inspector of the 59th brigade of infantry; Henry W. Sill, inspector of the 64th brigade of infantry.

Richmond.—George W. Matsell, inspector of the 65th brigade of infantry.

SAILOR'S SNUG HARBOR.—The annual report of the trustees of the Sailor's Snug Harbor, exhibits the following statement of its affairs: The amount of invested funds estimated at par, is \$165,655, as follows: 326 shares of Manhattan Bank stock, \$16,000; 687 shares Mechanics Bank, \$17,175; 120 shares Merchants Bank, \$6,000; 55 shares Bank of State of New York, \$5,300; lands and mortgages the \$120,880.

The receipts of the year 1837, were \$33,189, and the expenditures \$32,542, leaving a balance of \$647. The income of the present year, independent of dividends on stocks, is estimated at \$32,374.

DESTRUCTION OF SHIPS.—A friend who has kept an account of disasters at sea, says that from the 1st of January, 1837, to the 1st of April, 1838, news was received of the loss of 119 ships, 161 brigs, 207 schooners; most of them, though not all, were American vessels.—*N. Y. Journal of Commerce.*

We learn from a letter received in this place, that the U. S. ships Independence and Fairfield were at Rio de Janeiro on the 24th Feb., to sail in a few days for the Rio de la Plata. Officers and crew all well.—*Norfolk Beacon.*

Dragging in the army is equivalent as a punishment to keel hauling in the navy. The latter we know has been abolished in the English service, and the former has been, we believe, nominally interdicted. The Lewistown Advocate states, however, that a culprit in the detachment of the Queen's troops stationed at Queenstown, recently suffered this horrible punishment. He was seized and dragged on his back over the stony field used as a parade ground,

and through the streets of Queenstown, for several hours. When brought to the guard house, his clothes were torn to rags, and he appeared almost lifeless. Fears were apprehended that he would not live, but he was likely to recover. Making all proper abatement for exaggeration in the account, such a punishment is horrid at the best, and, we take it upon us to say, not recognised in the code of English martial law. There are always some people, who, when

—dressed in a little brief authority
Will play such antic tricks before high Heaven,
As make e'en angels weep.

New York Sun.

Correspondence of the Baltimore Patriot.

Extract of a letter from Rio de Janeiro, February 24, 1838:

A GRAND BALL.—There was a splendid ball given on board a French 74, a few days since, by the Prince de Joinville, son of the King of France, to the Emperor of Brazil. I attended, and will let you share in the pleasure I experienced, at least as far as my description will transport you to the scene. The quarter deck and poop of the ship formed the ball room, which was decorated with much taste. Sofas were placed in three rows on each side, flags of all nations formed the tapestry, and 20 splendid chandeliers threw around a flood of light, which was caught and reflected by the bright eyes below. About 10 o'clock the Emperor and his sisters came on board, attended by their suite. They were received by the French Prince at the gangway, and led to a throne prepared in the ball room. As the usual ceremonies of presentation were over, the Emperor gave the hand of the youngest Princess to the Prince, and himself taking that of the other, commenced the ball. The Emperor is a quiet boy, not more than twelve years of age, and not at all handsome. His sisters were elegantly dressed in white, and radiant in jewels. The Prince de Joinville is about twenty-five, nothing of an *Adonis* certainly, yet he has an amiable, benevolent expression of countenance, which is perhaps more attractive than *personal beauty*. He was dressed in the full uniform of a Lieutenant of the French navy, and is at present attached to the ship on board which the ball was given.

Foremost among the throng appeared the American Minister to Brazil; he wore his court uniform, decidedly the most elegant in the room, although there were many very handsome ones. Mr. Hunter is a gentleman of the old school—one whose manners would grace any drawing room in Europe.

FOREIGN INTELLIGENCE.

From the Baltimore Chronicle, April 30.

FROM SOUTH AMERICA.

By the fast sailing schr. *Avalanche*, Capt. Benjamin, 28 days from Pernambuco, the Exchange has the following letter:

PERNAMBUCO, March 27th, 1838.—We avail ourselves of the present opportunity to forward you the intelligence of the surrender of the city of Bahia to the Government Party. The attack commenced on the 13th, and concluded in the defeat of the rebel party on the 16th inst. As the cutter that brought the news has only brought government despatches, the reports in circulation differ materially as to the number killed and wounded; they vary from 1,200 to 1,600; and from 800 to 1,500, taken prisoners. The greater proportion of the armed force belonging to the insurgents were composed of blacks, to whom the rebels had previously granted their freedom.

Prior to the surrender of the rebels they had attempted, in various places, to set the city on fire, and forty houses were already in flames. The head of the rebels, "Sabini," late Vice President of Bahia, is said to have taken refuge on board the U. S. brig *Dolphin*.

The city and all the public offices were illuminated last evening.

PORTSMOUTH, March 19.—The second battalion of the Grenadier, and the second battalion of the Coldstream Guards, each consisting of 800 men, will march to Winchester on the 26th ult., where they will be quartered until they embark for Canada. Twelve hundred of them will occupy the barracks at Winchester, and the remainder will be billeted in the city. Fort Cumberland is also ordered to be got in readiness for the reception of troops. The *Apollo*, troop-ship, which has been admirably fitted for the service she is to be employed upon, will bend sails on Monday.

The steamer *Columbia*, Mr. Thompson, R. N., master, arrived from Passages on Friday, with about 130 of the O'Connell legion, three or four officers, and some women; she left Passages 10th March, towed the *Regent*, transport, out of that harbor, having on board about 500 discharged men, destined for Ireland; the remainder, between 5 and 600 more, were to be put in the *Alonzo*, transport, and taken to Scotland; the men brought in the *Columbia* were paid partly in cash by Mr. Thompson, but some arrears, and the gratuity, were by certificate. They were in the most deplorable condition, filthy and dirty. About 120 of those left at Passages have volunteered to join the Spanish service. The *Columbia* took in coals, and went in the afternoon to assist the Master Attendant in raising the *Pincher*.

By a Parliamentary document, we find that, since the 1st of February, 1836, our men of war on the African coast, and in the West Indies, have captured twenty-eight slave vessels, only nine of which had slaves on board, (2,305 in number,) the remaining nineteen were captured because they were fitted for the reception of slaves; and were seized under the authority of what is technically called "The Equipment Article."

The *Columbine*, 16, Commander Henderson, arrived at Plymouth on Wednesday, from the coast of Africa. The mortality on board the cruisers on that station is appalling—the *Bonetta* had lost her commander, Lieutenant De Champs, the Assistant Surgeon, Mr. Roberts, the Assistant Clerk, and twenty-one men; the *Ætna*, three officers and twenty-two men; the *Forester*, Lieut. Rosenberg, her Commander, and ten men; and the *Raven*, her Assistant Surgeon, Second Master, a Mate, and ten men. The *Buzzard* may be hourly expected; she was at Ascension on the 7th February; only Lieutenant McCleverty and five men escaped contagion on board the *Ætna*; Commander Vidal was getting better; this ship was put out of quarantine on the 3d February. The *Raven* was last heard of at Dick's Cove, where she was waiting for the *Ætna*, to proceed with the survey, but the fever had made such havoc among the crew, she could not move out to sea. The *Scout* had gone to assist her.

The *Pincher*, schooner, Lieut. Thomas Hope, for the safety of which we last week expressed apprehension, unhappily upset in a squall on Tuesday evening se'nnight, every soul on board having perished.

FROM NASSAU.—The schr. *Fisher Ames*, Capt. Baker, has arrived at Savannah, bringing a file of the Royal Gazette to the 31st ult., inclusive. Extracts follow:

NASSAU, March 17.—By an arrival to-day from St. Domingo, we hear of the arrival there of vessels of war from France, and from the United States, whose object, it was reported, was to make demands on the Haitian Republic, that would puzzle it to settle with a good will. Our information goes to state, that two French frigates and a brig were at Port au Prince, which had come to demand a considerable balance still due to France, under an arrangement

made some time back with the government of St. Domingo. That two United States vessels of war had also gone there to demand satisfaction for the ill treatment of the United States Consul at Port au Prince, who had been illegally incarcerated at that place.

The successful finishing and lighting of the light house of the Hole in the Wall, Abaco, and that on Gun Key, in the Gulf, both of which, it is said, exhibiting brilliant lights, has probably induced the British Government to erect others in the Gulf of Florida. However desirable it may be, in the opinion of mariners, that lights should be placed on Stirrup's Key, and Great Isaac, we hear nothing of late on the subject of lights in these two prominent head lands in passing down the Bahama Channel. It is said, however, that a light house is shortly to be built on one of the Double Headed Shot Keys, on the edge of the Key Sal Bank, about 38 leagues E. N.E. from Havana.

Lieut. Siborn, Assistant Military Secretary of Ireland, has nearly completed his "model of the field of Waterloo." This unique specimen of art will, when finished, occupy a space of nearly forty square feet. The ingenious and gallant Lieutenant intends to have it perfected, and ready for exhibition at the ensuing anniversary of the battle of Waterloo, the 18th of June. All the troops with their military equipments, together with the various positions of the contending armies, are accurately modeled in miniature.—*N. Y. Emigrant.*

TOULON, March 21.—The American frigate United States, which arrived to-day from Lisbon, has run aground in the road to the west of this town. As soon as the Semaphore gave the signal of this event, men and boats were sent to her aid. Orders were also given to a steamboat to assist in getting the frigate afloat. This is the very same frigate which was at Cadiz when Admiral Lalande's squadron arrived there, and refused the ordinary salute, though the English frigates and the ships of war of other nations saluted the French Admiral, and the officers offered him their services. Our readiness to-day seems to show that we have forgotten the uncivil treatment of our flag on the occasion we speak of.—*Journal des Debats.*

The *Paris Commerce* has the following paragraph: "The United States, American frigate, Captain Wilkinson, took on board on the 27th March a great number of chests of silver, which had arrived at Toulon on the preceding day, escorted by gendarmes. This is without doubt the remainder of the last instalment of the indemnity. The frigate put to sea the following day."

POLAND.—The Czar has issued an ukase abolishing the distinct existence and the name of Poland, absorbing the kingdom into Russia, and incorporating the Polish troops with his own barbarians. The following is the ukase: 1. The boundaries of the governments of the kingdoms of Poland, and those of Lithuania, anciently incorporated with Russia, have ceased to exist. The inhabitants can pass freely from one country to the other without asking for passports at Warsaw or St. Petersburg; there are to be no more custom-houses between the government of Russia and those of Poland.—2. The term of military service for the Polish recruits is to be 23 years, as in Russia. The children of married soldiers are to belong to the government, and are to be placed in its military schools.—3. The liberty which the Polish peasants enjoy of changing their domicile is abolished: they are to submit to the same rules as Russian peasants. The paper securities issued by government in January last have fallen from 500 to 490 florins, while the securities issued by the constitutional government previous to 1830 increase in value every day.

The *Augsburg Gazette* contains a letter from Constantinople of some importance. It states that a treaty of commerce had been signed by the Ottoman Porte with the Governments of France, Austria, and Russia; and that better terms might have been made, had not England made objections.

A letter, dated 14th ult., from Beirut, on the coast of Syria, appears in the *Swabian Mercury*. Its contents import that the Drusees had proved victorious in a late affair with Ibrahim Pacha's lieutenant, and that they had massacred a large body of troops sent against them, which they had drawn into an ambuscade.

The Bedouins, also, of the Red Sea, are in open revolt against Mehemet Ali, who had required from the tribes in the province of Syras recruits to the number of 10,000 men, which had been refused. Achmet Pacha had been despatched to Upper Syria with a force of 10,000 Egyptians. Nothing is said in this letter respecting Ibrahim Pacha, owing probably to its having been written previous to the late report about his death.

The following is an extract of a letter from Odessa, dated Feb. 27, which is given by the *Messenger*:

"The preparations for the approaching campaign against the Circassians are becoming more and more important. Admiral Hrouchov, considered as one of the most able officers of the Russian navy, has lately been appointed to the command of the fleet in the Black sea, with orders to maintain the blockade of the coasts of Abascia. Upwards of 10,000 men are assembled at Sebastopool to be embarked for Anapia. It is asserted that in case Marshal Paskewitch refuses to take the command of the army of the Caucasus, it will be offered to General Rott, an Alsacian by birth, who entered the Russian service on the emigration of the French royalists."

THE WHALE FISHERY.—In 1832, there were 81 whale ships belonging to Hull, Peterhead, and other places. The number is now reduced to 32. In 1818, Hull alone sent out 65 vessels to Greenland and Davis' Straits; in the present year that port can only muster 4. An Inverness paper says it would not be surprised, if in a few years, the trade should be altogether abandoned.

DOMESTIC MISCELLANY.

U. S. NAVY.—It appears from the Navy Register just published, that the number of national vessels of the United States is 55, besides the steam frigate *Fulton*, which, for some reasons or other, is not included in the list. She is, however, a powerful vessel, and we wish we had more like her. Of the 55 included in the list, one (the *Pennsylvania*) is rated at 120 guns, seven at 80, four at 74, one at 54, fourteen at 44, two at 32, eleven at 20, three at 18, six at 10; the remaining seven are under 10 guns. There are 50 captains in the navy, 49 masters commandant, 276 lieutenants, 49 surgeons, 24 passed assistant surgeons, 33 assistant surgeons, 45 pursers, 9 chaplains, 181 passed midshipmen, 247 midshipmen, 27 sailing masters, 25 boatswains, 25 carpenters, and 24 sail-makers. The Marine Corps comprises 1 colonel, 1 lieutenant, colonel, 4 majors, 13 captains, 19 first lieutenants, and 20 second do.

The most glaring deficiency in our navy at present, is the want of an adequate number of steam ships. Of these we ought to have at least a dozen, as soon as they can be built. In case of a war, they would be worth more as a protection to our commerce than 50 ships of the line. So in case of the arrival of a foreign hostile ship or ships upon our coast. These steam-ships, with their long-toms, could take their distance out of the reach of the enemy's shot, and poke it into them at their leisure. The latter could neither escape nor return the fire to any purpose. A single steam-ship of war on Lake Erie, during the late hubbub, would have saved us

a million of dollars, and done up the job much more satisfactorily than it was done up in fact. By the way, the British are going to provide themselves with a steam-ship on that lake; why not the United States? At any rate, let us have some on the Atlantic coast, for they are the cheapest and best defences ever yet devised. To man the fortresses necessary to as thorough a defence of the coast as could be effected by a dozen or twenty steam-ships, would cost an ocean of money. A hostile fleet can strike at any point it may select; a fortress is immovable. Steam-ships, from their wonderful power of locomotion, would be able to pay proper attention to such a fleet on short notice. Why is not the Navy Department, why are not Congress, moving in this most important matter? Let us not be caught napping.—*N. Y. Journal of Commerce.*

THE AMERICAN SHIP CAPTAIN.—If it becomes our duty at times, as chroniclers of passing events, to record occurrences tending to depreciate the human character, it is doubly gratifying often to have it in our power to relate circumstances that elevate and illumine it. The statement given below of the noble conduct of Capt. W. M. PERRY, of the ship *Commerce*, of this port, must excite a thrill of pleasure in the bosom of every friend of the distressed. Capt. P., it will be recollected by many of our readers, a number of years since, commanded a schooner called the *Eliza Ann*, from a northern port, lumber loaded, bound to Charleston, which sprung a leak on the passage. A vessel fell in with her, and offered to take off the crew. The gallant Captain would not abandon his craft while a hope of saving her remained, and refused to accept the kind proffer of his brother commander. His mate, and several of the seamen, however, left him, and arrived at this port, announcing that the abandoned vessel was in a hopeless state; but a few days intervened, however, before the old and shattered *Eliza Ann* made her appearance, and landed her cargo in safety. The Lady of the Captain was on board the schooner at the time, and no entreaties could induce the better half of this gallant son of Neptune to leave her lord, but with a courage which should have shamed the cravens who dared not do what a woman would, she firmly declared that she would stand by her husband and his ship, sink or swim. There was a lady passenger on board the *Eliza Ann* at the time, and if our memory serves us right, she remained with Mrs. Perry, rather than leave her to go on board the other vessel alone. The Insurance office complimented Capt. P. at the time for his conduct.—*Charleston Courier.*

From the New York American.

BRIGADIER GENERAL TAYLOR.—An evening paper, speaking of the recent brevet appointment of this gallant veteran, seems to hint that there was something like favoritism in his promotion, and asserts that there are fifty officers in the service as worthy of the compliment as General Taylor. The editor of the *American*, as a staunch friend of the army, will doubtless take pleasure in setting his readers, at least, right in this matter. The truth is, Colonel Taylor should have been long since promoted. He is a sturdy Kentuckian, who first entered the army during the administration of WASHINGTON, and before the affair of Tippecanoe, down to the battle of the Badaxe, (the close of the Black Hawk campaign,) where he led his regiment, has consumed alike his youth and manhood in fighting upon the frontiers. His defence of Fort Harrison against the forces of "The Prophet," in September, 1812, was one of the most desperate encounters with "the British Indians" during the last war, and proved Captain Taylor to be as full of resource as an Indian fighter, as he was brave and skillful as a regular officer. Your readers may find the interesting details of this seven hours' conflict in the third

volume of Niles' Register, where they are given at length in the despatch of Capt. T. to his commanding officer, Gen. Harrison. I might add mere upon the claims of this brave veteran to the rank which has lately been accorded to him, and which his frank and hospitable qualities are so well suited to adorn; but an officer who has been identified with the army for so many years, through good report and through evil report, though he may be forgotten by his fellow-citizens during his long exile at the extreme posts of the Far West, needs only to be identified in character to have full justice done to his merits. H.

ARMY.

OFFICIAL. SPECIAL ORDERS.

No. 22. April 26.—The leave of absence granted to Lieut. A. Ury, 1st drags., for the benefit of his health, extended until May, 1839.

Asst. Sur. T. Henderson, to Fort Monroe, there to report to the Surgeon General for instructions.

No. 24. April 30.—Asst. Sur. H. L. Heiskell, to remain on the Niagara frontier until further orders.

Asst. Sur. J. B. Porter, to Fort Leavenworth.

Asst. Sur. C. M. Hitchcock, to report to Gen Scott, at Athens, Tenn.

NAVY.

ORDERS.

April 24—Mid. W. Craney, Naval School, New York.

25—Comm'r J. Tattall, Navy Yard, Boston.

Lt. S. B. Wilson, det'd from John Adams.

26—Mid. J. Riddle, Receiving ship, Philadelphia.

Mid. H. Gansevoort, Naval School, Norfolk.

23—Lieut. C. Ringgold, Exploring Expedition.

B. B. Burchstead, Sailmaker, ship Erie.

30—Lt. A. H. Kilty, John Adams.

APPOINTMENTS.

April 24—Christopher Jordan, acting Carpenter.

28—Benjamin B. Burchstead, acting Sailmaker.

VESSELS REPORTED.

Ship Erie, Com'r. Ten Eyck, sailed from New York last Friday, on a cruise.

Brig Dolphin, Lieut. Comd't Mackenzie, at Bahia, April 1.

MARRIAGE.

In New York, on the 21st ult. Lieut. THOMAS B. ARDEN, U. S. army, to JANE, daughter of Geo. De PEYSTER, of that city.

DEATHS.

In Georgetown, D. C., on Sunday, 22d ult., after a lingering illness, Col. CHRISTOPHER VANDEVENTER, formerly of the U. S. army, and afterwards for several years chief clerk of the War Department.

At Fort Brooke, Tampa, Flo., on the 5th ult., from disease contracted in Florida, Lieutenant JAMES McCURE, of the 1st Infy., U. S. A.

At Matanzas, Cuba, on the 13th ult., of consumption, Lieut. ASBURY URY, of the 1st regiment U. S. Dragoons, a native of Tennessee, and graduate of the West Point Military Academy.

E. MULLAN, corner of Hester and Bowery streets, New York, calls the attention of Military officers, and the public in general, to specimens of Military Chapeaus and Beaver Hats, which have gained him the first premium at the three late fairs at Niblo's Garden, and which, he does not hesitate to assert, cannot be surpassed in the United States. Brush Hat, of a superior quality, long, medium, and short capped Beaver, Nutria, Otter, Seal, and Muskrat Hats. Hats made to order, singly or by the dozen, with neatness and despatch. Orders for military Hats from the South and other parts of the Union punctually attended to, carefully packed and forwarded, on reference to any responsible house in this city.

March 29 6t*